Notice No. 2

Rules and Regulations for the Classification of Special Service Craft, July 2015

The status of this Rule set is amended as shown and is now to be read in conjunction with this and prior Notices. Any corrigenda included in the Notice are effective immediately.

Issue date: August 2015

Amendments to	Effective date
Part 1, Chapter 2, Sections 2 & 3	1 September 2015
Part 5, Chapter 1, Section 1	1 September 2015
Part 5, Chapter 2, Section 3	1 September 2015
Part 6, Chapter 1, Section 2	1 September 2015
Part 7, Chapter 1, Section 2	1 September 2015
Part 8, Chapter 1, Section 2	1 September 2015

Lloyd's Register

Part 1, Chapter 2

Classification Regulations

■ *Section 2*
Scope of the Rules

2.2 Definitions

~~*2.2.16* **Operational envelope.** The operational envelope defines the craft's service in terms of operational speeds, wave heights, displacements, service area and time required to seek refuge.~~

2.2.16 **Operational envelope.** The operational envelope defines the craft's structural capability in terms of operational speeds, wave heights and displacements.

■ *Section 3*
Character of classification and class notations

3.1 General

~~*3.1.2* The operational envelope assigned to craft built and classed in accordance with the Rules will be included in the operational manual of the craft where such a manual is required by the Rules. A reference to the operational envelope will be made in the Classification Certificate.~~

3.1.2 LR may require an operational envelope as defined in 2.2.16 to be assigned to craft built and classed in accordance with the Rules; this will be dependent upon the scantlings, arrangements and the operating mode of the craft as specified by the builder, *see* Pt 5, Ch 1. When an operational envelope is assigned it will form an appendix to the Classification Certificate and is to be clearly displayed in the wheelhouse. The operational envelope is also to be included in the operational manual of the craft. A reference to the operational envelope will be made in the Classification Certificate.

3.1.3 Craft built and classed in accordance with the Rules for restricted service ~~but which are not assigned an operational envelope~~ will have their geographical limits included in the Classification Certificate.

3.5 Service area restriction notations

(*Part only shown*)
3.5.4 For craft that are designed in accordance with an operational envelope: ~~, typically **HSC** or **LDC** craft as defined in 3.4:~~

Part 5, Chapter 1

General

■ *Section 1*
Rule application

1.1 General

~~*1.1.4* Craft built and classed in accordance with the Rules will, in general, be assigned an operational envelope. This will be based on the allowable speeds, significant wave heights and corresponding displacements. It will form an appendix to the Classification Certificate and is to be incorporated in the craft's Operational Manual. The assigned operational envelope is to be clearly displayed in the wheelhouse. Installation of an accelerometer at LCG connected via a visual display in the wheelhouse may be required.~~

1.1.4 Where an operational envelope is assigned it will be based on the allowable speeds, significant wave heights and corresponding displacements. Installation of an accelerometer at LCG via a visual display in the wheelhouse may be required.

(*Part only shown*)
1.1.7 The load design criteria given in this Part are dependent on the operating mode of the craft as follows:

- Craft operating in the **non-displacement** mode:
    - Applies to craft operating in full planing or semi-planing modes.
    - ~~Applies to HSC at design speed. HSC is defined in Pt 1, Ch 2,2.2.8.~~
    - ~~Applies to LDC at design speed. LDC is defined in Pt 1, Ch 2,2.2.10.~~
    - Applies to craft in foil borne mode.
    - Applies to craft where other lifting devices are actively supporting some or all of the craft's weight.
    - Typically this applies to craft with a Taylor Quotient, Γ, greater than 3. Γ is defined in Ch 2,2.1.18. However, the following is to be noted:
        - Some craft are not designed to plane, but have Γ greater than 3, e.g. SWATHs and fast displacement yachts. ~~and, unless they are classified as HSC, then t~~These craft are to be considered as only operating in the displacement mode.

Part 5, Chapter 2

Local Design Loads

■ *Section 3*
Motion response

3.2 Vertical acceleration

3.2.1 The instantaneous accelerations determined in accordance with the formulae in this Section are to be used to estimate the relationship between allowable speed, V, in knots, wave height, $H_{1/3}$, in metres, and displacement, Δ, in tonnes, and they will form the operational envelope ~~which will be issued as an appendix to the Classification Certificate and be incorporated in the Operational Manual of the craft where such a manual is required by the Rules~~.

Part 6, Chapter 1

General

■ *Section 2*
General requirements

2.4 Plans to be submitted

(*Part only shown*)
2.4.2 The following supporting documents are to be submitted:

- General arrangement.
- Capacity plan.
- Modes of operation for which the craft is designed (speeds corresponding to displacement and non-displacement mode as applicable).

Part 7, Chapter 1

General

■ *Section 2*
General requirements

2.4 Plans to be submitted

(*Part only shown*)

2.4.2 The following supporting documents are to be submitted:

- General arrangement.
- Capacity plan.
- Modes of operation for which the craft is designed (speeds corresponding to displacement and non-displacement mode as applicable).

Part 8, Chapter 1

General

■ *Section 2*
General requirements

2.4 Plans to be submitted

(*Part only shown*)

2.4.2 The following supporting documents are to be submitted:

- General arrangement.
- Capacity plan.
- Modes of operation for which the craft is designed (speeds corresponding to displacement and non-displacement mode as applicable).

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